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OTHER RULES.

For the promotion of true sport the two democratic members of the House committee on rules ought to consult that eminent authority the Marquis of Queensberry.—New York World.

UNITED STATES WANTS SOME FLYING MACHINES

THE WAR DEPARTMENT FORMALLY ISSUES SPECIFICATIONS AND CALLS FOR PROPOSALS FOR AIRSHIPS—MUST BE REAL AIRSHIP, NOT DIRIGIBLE BALLOONS AND NONE LESS SPEEDY THAN 36 MILES PER HOUR WILL BE CONSIDERED.

WASHINGTON, Dec. 24.—The National government has become a devotee of the gentle art of aeronautics, and invitations to inventors all over the country have been issued from the War Department to submit proposals for the construction of a "heavier-than-air" flying machine. "The Vanishing Fleets" may thus after all, become more than the weird dream of a novelist, and Roy Norton, like Jules Verne, with his "Twenty Thousand Leagues Under the Sea" and "Around the World in Eighty Days," may have merely anticipated history.

The invitations to inventors are in the duly prescribed form, and they bristle with figures and with specifications which indicate more than anything else that the proposed construction of flying machines, sans gas bags, to support not only their own weight, but the weight of at least two men, in addition to the propelling apparatus and fuel, is regarded as a practicability.

If the desired end is accomplished, and the Wright brothers, or Prof. Alexander Graham Bell with his marvellously developed tetrahedral kite, or some other enthusiast comes forward with a flying machine which will really fly, the United States government will be far ahead of its European contemporaries, who have been experimenting for years in aeronautics, but have not yet succeeded in passing the stage of the dirigible balloon.

Two central ideas are said to have animated the War Department in again taking up the aeroplane idea where it was dropped (into the Potomac) by Prof. Langley. One, the desire to stimulate invention by hanging up an immediately available prize before the eyes of the successful producers of real flying machines, and the other, the purpose to provide the Signal Corps with a dirigible machine which may be operated under almost any conditions in sections of the country remote from civilization, and remote from sources of supply of gas which is now the pre-requisite of all aerial navigation.

It is said that prospective bidders for the airships are practically assured of material aid in their undertakings from automobile manufacturers, who are willing and anxious that their engines shall be tried out above the clouds, and also that the government will co-operate in the work preliminary to and during actual construction.

According to the formal advertisement for bids, sealed proposals will be received in the department up to noon of February 1, 1908, for furnishing to the Signal Corps a "heavier-than-air" flying machine, and it is stated that all proposals received will be turned over to the Board of Ordnance and Fortifications for official action at its first meeting after that date. The specifications cover the construction of a flying machine supported entirely by the dynamic reaction of the atmosphere, and having no gas bag. The government reserves the right to inspect any and all processes of manufacture.

The drawings must show in scale the general dimensions and shape of the proposed machine, together with statements of the speed designed, the total surface area of the supporting planes and the total weight. It is also required that a full description must be given of the engines to be used for motive power, and of the material of which the frames, planes and propellers are to be constructed.

In describing the results which should be accomplished the department states that it is desired that the flying machines be designed so that they may be taken apart for transportation in army wagons, or assembled within the space of one hour. It is required that each machine proposed shall support not only its own weight but the weight of two persons of an average of 250 pounds for the two and the weight of fuel necessary for a flight of 125 miles.

The general aim of the department is to obtain for the Signal Corps an aeroplane which shall have a maximum speed of forty miles an hour, but it is stated that bidders must also submit quotations depending on speed attained in the trial flight on the basis of the following scale: Forty miles an hour, 100 per cent; thirty-nine miles, 90 per cent; thirty-eight miles, 80 per cent; thirty-seven miles, 70 per cent; thirty-six miles, 60 per cent. Any machine flying at a slower rate of speed than thirty-six miles an hour will be rejected. If they believe it possible to produce aeroplanes traveling at a greater rate of speed than the standard the inventors are required to submit quotations of cost according to the following ratio: Forty-one miles an hour, 110 per cent; forty-two miles, 120 per cent; forty-three miles, 130 per cent; forty-four miles, 140 per cent. It is desired that each airship shall be provided for safe descent in case of accident. Prospective inventors are informed that all speed and endurance trials will be held over a course of more than five miles in length, with flying start and flying finish. The endurance test will include sustained flight of at least one hour's duration. It will be required that the ship, to be accepted, must land safely after its flight and without the aid of special apparatus and also that it be in such condition that another flight may be undertaken immediately.

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EMMA GOLDMAN RAMPANT



PATERSON, N. J., Dec. 24.—Emma Goldman addressed a large meeting of so-called anarchists here last evening. The meeting was supposed to have been a secret one, but the police learned of it in advance and had a number of plain clothes men on hand.

Miss Goldman spoke for an hour. The tone of her remarks was comparatively mild and the police did not interfere.

The speaker denounced the public school system, and said that the children were taught to be slaves instead of freemen. Speaking on the abuses of the capitalist system, she said: "Be men; stand up for your rights. If you think that 3 cents is enough for a trolley ride, board the cars, all of you at once, and refuse to pay more than 3 cents. If you think the price of gas too high, pay the collector what you think you ought to, and throw him down stairs if he objects."

She declared President Roosevelt as "man with a big stick, but no sense."

CROWDS AT POULTRY SHOW

The third annual poultry show which opened yesterday afternoon at the Regimental drill shed attracted one of the largest crowds that have ever been present at a like show, and until the doors were closed last night at ten o'clock a steady stream of people surged through the hall.

The finest collection of birds seen here were on view, and their owners came in for a good deal of congratulation. The judging of the exhibits had not been completed up to the closing hour last night. Women and children seemed to be in the majority during the show yesterday, although there were a large number of men. The exhibits of fruits had a special attraction for the children and their mothers and sisters had some trouble getting them away from where the ripe fruits were displayed.

One of the best exhibitions outside of the poultry was the display of the Hawaiian Fertilizer Company under the direction of Walter Doyle, who presented the visitors with neat samples of their best fertilizer.

The following is the list of poultry and farming awards so far made:

POULTRY AWARDS.

Japanese Games: Cocks, first, Allen Davis.

Malay Games: Pen, second, C. W. Booth; third, C. W. Booth.

White Indian Games: Pen, first, L. C. Ables.

Cornish Indian Games: Cocks, first and second, St. C. Sayres; third, John Markham. Hens, first, George Robertson; second, John Markham.

Black Games: Pullets, first, second and third, John Cullen.

Duckwing Games: Pullets, first, John Cullen.

Red-Back Games: Hens, first, John Cullen. Pullets, first, John Cullen.

Silverspangled Hamburgs: Cockerels first and second, Harold Jeffs. Pullets, second and third, Harold Jeffs.

S. C. Black Orpingtons: Pullets, first, Charles McWayne.

Black Langshans: Cockerels, first, M. Camara.

Dark Brahma: Cockerels, third, Frank Santos. Pullets, first and second, John Cullen.

S. C. Rhode Island Reds: Cocks, first, Mrs. M. Hanna. Cockerels, second, John Cullen. Pullets, first, John Cullen.

Buff Wyandottes: Cocks, second, B. F. Byardmore; third, W. C. Weedon. Cockerels, first, Lee Todd. Pullets, first and second, B. F. Byardmore, third, Lee Todd. Pen, first, W. C. Weedon.

White Wyandottes: Cocks, first and second, A. H. Afong. Hens, first, A. H. Afong. Pullets, second, Mrs. Waite. Cockerels, third, Mrs. Waite.

(Continued on Page 8.)

CAPTAIN RINDER RESIGNS POSITION

SUPERINTENDENT OF PACIFIC COAST STEAMSHIP COMPANY QUILTS.

SAN FRANCISCO, Dec. 18.—Considerable surprise was expressed in shipping circles yesterday when the fact became public that Captain John H. Rinder, superintendent of the Pacific Coast Steamship Company, had resigned. Concerning his retirement the captain was reticent, but his more intimate friends said that it was due to friction between Rinder and the higher officials of the company.

Captain Rinder assumed the duties of superintendent of the steamship company's property 14 months ago, succeeding Captain Wallace.

Who will be Rinder's successor is a question the company has not yet decided, but it is generally believed that the new superintendent will be a man favored or selected by the Pacific Coast Steamship Company.

Captain Rinder is one of the best known mariners on the coast. He commanded the Pacific Mail liner Copie for a number of years, and brought the Harriman steamship Mongolia around from the Atlantic for service between this port and the Orient. About three years ago he joined the Hill interests in the north as commander of the Great Northern Steamship Company's liner Minnesota, and remained aboard that big trans-Pacific vessel until he came here as the successor of Captain Wallace in charge of the Pacific Coast Steamship Company's docks and steamers.

YACHT GALILEE SAFE IN CHRISTCHURCH

MAGNETIC SURVEY SHIP PUTS INTO NEW ZEALAND TO PASS CHRISTMAS.

WASHINGTON, Dec. 27.—A cablegram received at the office of the department of terrestrial magnetism of the Carnegie Institution announces the safe arrival of the magnetic survey yacht Galilee at Christchurch, New Zealand, December 24, with all well on board. The scientific party consists of W. J. Peters, commander; P. H. Dike, and D. C. Sowers, magnetic surveyors, and Dr. George Peterson, surgeon.

This vessel is engaged in charting the magnetic variations in the Pacific ocean. Since August 1, 1905, the aggregate length of its cruises, extending from the Aleutian islands down to New Zealand and from Asia to the North American coast, has amounted to 55,000 miles.

Results already obtained have enabled the United States hydrographic office to issue recently more correct charts of the lines of equal magnetic variations than has hitherto been possible. It was found that along the tracks pursued by the passenger liners previous charts were out from three to five points.

It is expected the Galilee, after completing her work at New Zealand, will leave for Callao, Peru, about the middle of January and will probably arrive at this South American port shortly after the departure of the Pacific fleet. From Callao the Galilee will return to San Francisco and close her work about May 15, 1908.

WHITE PLAGUE IN DELAWARE.

WILMINGTON, Dec. 24.—Governor Preston Lea, to whom was referred the matter of a State exhibit at the next National Anti-Tuberculosis Congress, has asked the State Board of Health to take the matter up in such manner as will give this State the greatest possible benefit.

The congress will be held in Washington from September 21 to October 20 of next year.

JAIL FOR FRENCH AGITATORS.

PARIS, Dec. 24.—Gustave Herve, anti-military leader, was sentenced in the Assize Court today to one year's imprisonment and fined \$100 for defaming the army and navy and inciting the troops to mutiny by his writings in the Guerre Sociale.

M. Almenemda and Merle, his assistants on the paper, who did not appear before the court, were sentenced to five years' imprisonment and fined \$750.

SHIP LEAVES PORT ON FIRE.

NEW YORK, Dec. 25.—Fire started a panic yesterday among the 2,000 passengers, half of them women, on the Hamburg-American liner Bulgaria, which sailed for Hamburg. Just after the vessel left her dock at Hoboken a blaze was discovered between decks, amidships. The Bulgaria was off Gausevoort street at the time. There was more smoke than flame, and this increased the fright of the passengers. The Bulgaria's engines were stopped, and she dropped anchor. A fire alarm summoned the crew to fight the flames, which had started in some loose cotton between decks. The officers did their best to quiet the passengers. In the course of a half hour the fire was extinguished, and the vessel proceeded on her way.

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